THE MARINE RECORD

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. XI. NO. 24. CLEVELAND, O., MAY 30, 1889. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

Det. Bel Isle & Windsor Ferry Co 68

AROUND THE LAKES.

CLEVELAND, OHIO.

Capt. Cornelius Young has purchased a thirty-second interest in the G. H. Warmington and the Sophia Minch from Elizabeth Hall.

Walter M. Groves, president of the Chicago branch of the Seamen's union benevolent association, was in the city for a few days last week.

The small naptha consuming steam launch Petrel was shipped to Lake Superior from this port. She was carried up on the deck of the steamer Australasia to the order of Mr. Huntington of this city.

The local inspectors, Messrs. DeWolf and McGrath, are now making a round trip between Toledo and this port, calling at Sandusky. We trust to be in a position to furnish the report of their work in our next issue. The testing machine is now in perfect order, and the tensile strength of all coupons may be now tested at this port instead of forwarding them on, as formerly, to Buffalo N. Y.

Captain C. E. Benham is informed that the prop. Huron City, which is under contract to tow the schooner Zach Chandler in the lumber business, had been libeled for a bill of $1,500 at Milwaukee. The action had taken place while at the same time the Chandler had arrived at Detour and was waiting for the Huron City to tow her through the Soo.

We are sorry to learn that Mr. Robert Wallace, vice president of the Cleveland ship building company is under the weather and has been for the past two weeks. We understand that fever is the trouble and hope that it will soon take wings and allow our estimable friend a chance to float aroound again. Workmen at the Cleveland ship building company's works miss a true friend when Mr. Wallace is absent.

The schooner George, late in ill luck on Michigan Island, is in the new Shipowners' dry dock. On examination it was found that her injuries are not so extensive as reported To put her in shape again she has been given some new keel forward, and part new stem. This, with a few new plank in her bottom in place of those broken in by boulders, are all that she requires. It is estimated that less than $1,000 will pay all repair bills. As soon as repaired she goes to Erie to load coal.

A committee composed of prominent members of the Masonic fraternity of this city, have chartered the Detroit & Cleveland steam navigation company's splendid side wheel steamer, City of Cleveland, for June 24, and a large number of Masons and their friends will visit Put-in-Bay on that date, and the craft will have a reunion there to celebrate St. John's day. The Masons of Detroit have chartered the City of Detroit and will meet Cleveland delegates. It is well known that Masons never do anything by halves, and the chartering of these elegant passenger boats argues well for the enjoyable cruise in contemplation.

Since our last issue the following vessels have been docked at the Cleveland Drydock: Yacht Winnifred for some new planking, calking and painted, Smith Moore was docked for a new shoe and wheel, on docking however it was found that these repairs were not necessary and she had stern bearings overhauled and some calking done on her; schooner George Adams, Captain C. W. Lockwood was searched up and calked. She is now one of the staunchest vessels on the chain of lakes and is well found in every particular. Steamer Raleigh came out Wednesday after being calked and searched up, and the propeller Cambria will be docked to day for new shoe and other repairs.

A considerable portion of the time of the meeting was given to the consideration of the opening of the old river-bed. Strong resolutions were adopted in favor of the opening, urging it sneccssity and that the project should be vigorously pushed. The executive committee of the association was made a permanent committee to confer with the city authorities and to co-operate with them in the prosecution of the work. The committee is composed as follows: Messrs. H. M. Hanna, M. A. Bradley, J. W. Moore, Thomas Wilson, and George P. McKay. These gentlemen are to keep the project in hand until it is accomplished.

At a meeting of the Cleveland Vessle owners association, held yesterday, it was resolved to take steps towards having Grosse Point channel buoyed. There is water enough at that locality to allow vessels drawing only 14 feet 6 inches to come along all right, but there requires a better system of buoyage, and the strongest measnres possible will have to be taken at an early date, to insure this method, as it is the only safeguard to general navigation. The number of vessels fetching up and staying at Grosse Point now is simply scandalous, and is a complete offset to the immense capital expended by our citizens in the interest of commerce, and the general development of the west and northwest territory.

The Globe iron works company is busy on present contracts and they will probably have a launch next week.

The Cleveland Shipbuilding Co., are keeping a large staff of skilled mechinists regularly at work and the large steel steamer now under construction is well advanced. While their engine shops and boiler works are as busy as they can possibly be.

CHICAGO, ILL.

Special to the Marine Record.

The splendid new steamship John Plankinton, built last winter by F. W. Wheeler, West Bay City for W. M. Egan, P. D. Armour and W. P. Fitzgerald, made her first appearance at this port last Wednesday, from Erie with 1850 tons of coal. She is 265 feet keel 290 feet over all 40 feet beam, 23 feet moulded depth. Her engine is fore and aft compound 28 and 52 by 42 built by H. G. Trout, King Iron orks Wr Buffalo, and two steel boilers 9½ by 14 b Riter Bros., Buffalo. She has the American Ship Windlass Co.'s steam capstan and windlass and Williamson Bros, steam steerer. Sunday night, with merchandise from Buffalo. She made the run in 57 hours and 39 minutes. Captain Shannon says that with good coal he is of the opinion during this season she will make the run in a little over 50 hours.

Captain David Cochrane's, new excursion steamer J. R. Gordon, will go into one of Miller Bros. drydocks this week for a new Trout wheel.

Hanson & Oleson, shipcarpenters, are rebuilding the tug Viva and converting her into She has a very fine dining room finished nt hard wood and a well furnished kitchen and pantry. The officers' quarters are also finished in hard wood and are fitted out and furnishey elegantly with all modern improvements fo their comfort and use. Captain R. H. Long id in command, Wm. Hulley first mate, Geo. Ms Wise first engineer, George H Klump second engineer. She left this port Saturday evening with 75,000 nushels of corn for Buffalo.

At the Chicago Drydock Company's, the Skylark was in dock to have a leak stopped and a general overhauling. The schooner Conquest for bottom calking, the schooner Delos DeWolf for bottom calking.

The splendid steel steamship Chemung Captain Sam Shannon, arrived at Chicago, at 11:30 a steam pleasure yt fachor her ownesr. Captain Louis Larson and James Conners at a cos of $1.125.

The Dunham towing and wrecking company's fine tug T. T. Morford, Captain C. Roach, brought into port one morning last week a big tow, comprising the schooners Evra Fuller, Butcher Boy, America, Minnie Slawson, Lotus and Julia B. Merrill.

Graham & Morton's, splendid passenger steamer Puritan, arrived from St. Joseph, Saturday afternoon. Her first appearance here this season. She has been put in excellent condition for the coming season's excursion business between this port and St. Joseph and Benton harbor. Captain Edward Stines is in command, Neil Simons first mate, Wm. Russell second mate, Chas. Oleson first engineer, J. W. Davis, second engineer, J. R. Clarke clerk, Chas. Tibbetts steward.

The Canadian steamer Glengarry, Captain McMaugh, and consorts Glenora and John Gaskin, light, from Kingston, arrived here Saturday morning. They were delayed three days in Detroit in consequence of the John Gaskin having sprung aleak compelling her to go into drydock. The Glengarry received a new steel boiler 10 by 14 at Kingston during the winter. They loaded corn for Kingston.

The steambarge Fayette, Captain Wm. Disher, arrived Sunday night, with 485,000 feet of lumber from Ashland; the schooner Ida Keith, which had been towing with the Fayette, arrived Monday morning, with 530,000 feet of lumber also from Ashland, in tow of two V. O. T. company's tugs. When about 20 miles down Lake Michigan, from this port the Fayette running short of coal, was forced to leave the schooner to get into port alone, and sent the tug Robbie Dunham, which she met, to her assistance; there was a heavy sea and the tug could not get near her and Captain Ahlstrom anchored the Keith inside Grosse Point and waited until morning for assistance. The Keith had on a large deck load and was considerably listed over on her port side when she arrived on the lumber market.

Suit was begun against the Pennsylvania coal company by Schuyler & Kremer on behalf of the owners of the schooner H. W. Sage to recover $1,545, due for a coal freight. The Sage was chartered for coal from Buffalo to Chicago in October last at $1 per ton, provided, barring the dangers of navigation, collision, and fire, that the cargo was delivered before the close of navigation. While bound up, the schooner was run down and sunk by the propeller Lansing on St. Clair flats. The contract specified that should the cargo not be delivered within the required time limit, the danger above sted being ample excuse for the non-fulfillment of the agreement, the cargo was to be carried for the going rate at the opening of the next season. The present season opened with a coal rate of 45 cents per ton. The Sage's cargo was not delivered in the season '88. The Pennsylvania coal company now refuses to pay the dollar rate. The Sage's owners hold that the clause touching the perils of navigation in the contract let them out, and demand full freight. Hence the suit.

The steambarge Oswegatchie, Captain W. C Brown, arrived here for the first time this season, Sunday morning from Oscoda with 250,000 feet of lumber, and her consorts Potter with 380,000 feet of lumber, Parsons with 365,000 feet of lumber and Magnet with 250,000 feet. of lumber.

The Cleveland and Detroit Transportation Co.'s splended side wheel steamer City of Detroit will arrive here early Wednesday morning and will start on her first excursion trip to St. Joseph the same morning at 8 o'clock.

WILLIAMS.

DULUTH, MINN.

Reliable information reached Duluth Monday regarding the new company, which proposes to put twelve mammoth steel steamers into the water as fast as they can be built The boats will be constructed on Lake Erie, and will cost in the neighborhood of $325,000 each. They will be 326 feet long each, with a carrying capacity of 3,500 tons. They will be named after states, the six eastern states being the names of the freight boats, and the six western ones being the passenger craft. This line will be called the States Anchor line, and the capital is said to be $12,000,000. Prominent railroad men, principally of the Pennsylvania system, are the projectors of the line, which, when completed, will be by far the most complete on the chain of lakes. The passenger boats will be able to make the round trip between Buffalo and Duluth in a week, including the handling of cargo.

ISHPEMING, MICH.

Lake shipment of ore continue heavy and the figures at the five forwarding ports show that nearly 900,000 tons of ore have been shipped out since navigation opened, barely a month ago. The volume of shipments is unprecedented, and the only unsatisfactory feature from the producers' standpoint is that much of the ore is unsold. Mines effect large savings in freight by shipping early in the season, but unless the ore is sold the dock charges will take off a great part of the profit.

DETROIT, MICH.

Special to the Marine Record.

The Eagle iron works have shipped a 25 h. p. engine and boiler to the Niles tool works, Hamilton, O., also received orders for two hoisting machines for stone quarries. As we have heard the matter questioned, we wish to state to our readers that the Duplex hoisting engine as manufactured by the Eagle iron works company, is a reversible machine, and can be stopped or reversed instantaneously.

Captain S. B. Grummond's tug John Owen released the Samoa on Tuesday from the place where she grounded, be ow the St. Clair canal, in five hours.

The passenger steamer Milton C. Ward, is now docked at Springwells undergoing a thorough overhauling; beside the work done on her hull. She will have her boilers raised, also her guards, and she will be turned out in first class shape for the summer business on rivers.

The well known passenger steamer Pearl has resumed work. She looks as well as ever she did, having undergone a thorough overhauling, painting, etc., at the Springwells dry docks.

William E. Hall, Mt. Clemens, has purchased the schooner H. Moore, formerly of East Saginaw. Consideration $2,200.

Samuel F. Hodge & Co., Riverside iron works, have the tugs Sweepstakes, and the Wilcox in for cleaning out; placed a new wheel on the passenger steamer Remora, plying between this city and Sandusky, O.; propeller Folsom has received a new high pressure cylinder, propeller Samuel Mather fixed brasses, tug Gladiator new crank pin, tug Washburn general repairs, Sakie Shepard new set of piston rings, and other repairs. They have also contracted to build a fore and aft compound engine, dimensions, 26 and 48, by 42 inch stroke, with fire box boiler 11 feet 6 inches, by 16 feet, for 120 pounds steam. They have also furnished the new steambarge Oscar T. Flint, recently launched from Simon Langell's ship yard with her machinery and a wheel of their manufacture, and an excellent report has been received from the machinery of the new propeller Topeka, built by the Milwaukee ship yard company. The triple expansion engine furnished the steamer Manchester, dimensions 20, 32, and 54, by 42 inch stroke, is doing excellent work, and giving the best possible satisfaction. The boilers furnished this boat were 12 feet by 11 feet, of the Scotch type, allowed 160 pounds steam.

The East end boiler works are meeting with a fair share of patronage, and doing quite an amount of marine repair work

A. L. Treat, Cleveland, O., is at Wyandotte with a gang of men engaged in placing the boilers and machinery in No. 95, building. He will next place the machinery in the new boat building by the same firm at Springwells; also in the Central Vermont line steamer building at the Detroit dry dock company's yards. Mr. Treat, senior, and histwo sons are adepts at this particular line of work, viz. lifting heavy weights, machinery, etc.

The splendid steamer building at the Detroit dry dock company's yards for Messrs Eddy Bros' of Saginaw, and Captain Shaw, has her hull completed and painted, and a large force of workmen are employed fitting up. On deck her pilot house and texas, midship house, and after house are getting well along. Captain W. H. Williams is superintending the work on behalf of her owners.

The new steamer building for Captain Humphrey and others, has her three masts stepped She will have fidded topmasts at the fore, and main, and pole mizen mast. She is all planked, and her bottom has been dubbed off, and planed: her deck fittings and finishing work is being pushed rapidly along towards completion. The new steamer building for the Central Vermont line has only about four frames more to go up.

It is a pleasure to note that the new propeller Livingstone which stuck on the ways at Wyandotte, was successfully floated at about 8 p. m., last Staurday. The owners of the vessel are so well pleased with the firm and staunch build, so openly demonstrated in the case of this vessel, that it has been rumored they will place orders at an early date for others of similar construction. We are informed that it was by the merest chance in the way of business, that this vessel as well as the other composite vessel now building, were insured against the risk of fire, launching, etc., and although the claim against the underwriters will be light, still this departure from the usual rut of insurance business is commendable for its push and enterprise.

The City of Rome grounded at Grosse Point early Tuesday morning. She was lightered. The schooner Richard Winslow was detained at same place several hours, but was released Tuesday night. At a late hour Tuesday several other boats were reported aground at Grosse Point.

Reports are constantly coming in of vessels grounding at Grosse Point, and it would seem as if vessel owners ought to take the matter promptly in hand. It would be better to combine than to pay large individual expenses, with the probability of repeating the dose in the future.

Towing bnsiness is rather brisk on account of so many vessels finding the bottom at Grosse Point.

The Golden Fleece, Captain Porter, towed here disabled from Grosse Point Tuesday night. She has lost her yawl boat, damaged her starboard quarter, and mizen rigging, and the bowsprit and jibboom are taken clean out of her. She will be repaired at the yards of the Detroit dry dock company.

In conversation with the manager of a large firm here, it was stated that probably a powerful wrecking and lightering tow boat would soon be constructed in Detroit, and work under a tariff rate. We may add that if our informant takes hold of the project, an outfit second to none in the world, will be at the services of vessels in trouble.

The schooners David Vance, Golden Fleece and Gerlach, bound down in tow of the Samoa, are all aground on Lake St. Clair below the canal The Vance grounded first and the Gelden Fleece ran into her quarter, smashing the Vance's bulwarks badly. The Fleece lost her bowsprit and jibboom. The Gerlach then ran into the Fleece's stern, cutting her boat in two, but suffered little damage herself. The Samoa is working to relase the schooners, but the water being very low, they may have to lighter.

The Wissahickon, after a detention of over twenty-four hours and lightering nearly 300 tons, was released from Grosse Point. The Tilley's consorts went aground at the same place at dark. The water is down about a foot.

MESSRS. W. D Allen & Co, Chicago, who represent the New York belting and packing company, New York, in that city, have just issued a new and attractive catalogue, containing full description of their large line of vulcanized rubber goods The cover, which is of a good quality of paper, is of a buff tint and printed in red and bronze; a view of the company's ware house and sales rooms, 151 Lake street, being shown on the back. It is a pamphlet of forty pages, profusely illustrated, typographically correct in every particular, and great care and much labor has evidently been bestowed in its preparation and production. Its peru al can not fail to be of benefit to those interested in the line of goods which Messrs. W. D. Allen & Co., handle.

SWAIN.

WHITE FISH POINT, MICH.

Special to the Marine Record.

Captain J. G. Kiah, superintendent of life saving service, paid the station a visit drilled the boys in all appartus, etc., and left the 23rd on steamer Winslow. Lieutenant R. M Clark, assistant inspector of the 10th district, is here on the shore, and he is exercising the crew in all their various exercise and drills. He is their first inspector for this district and he is A No. 1, at the business.

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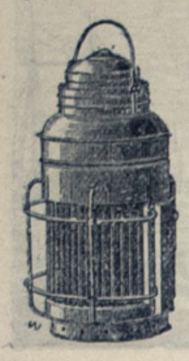

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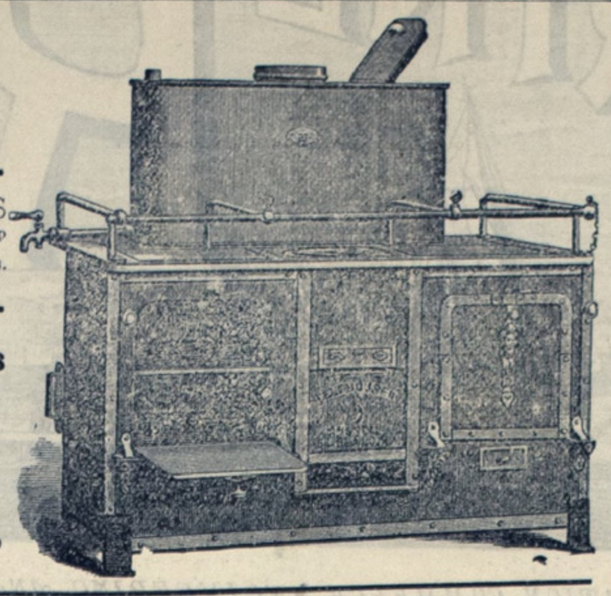

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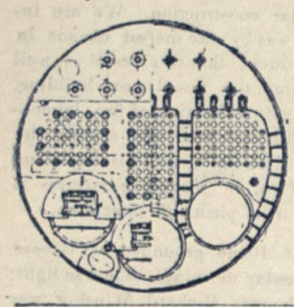

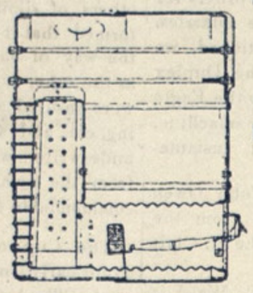

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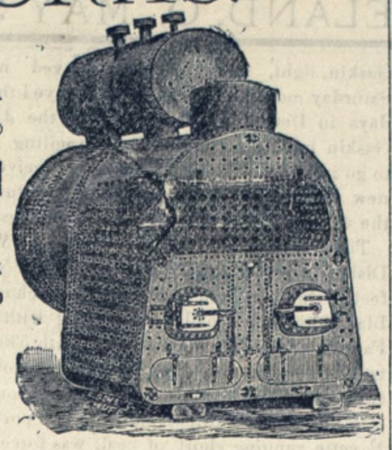

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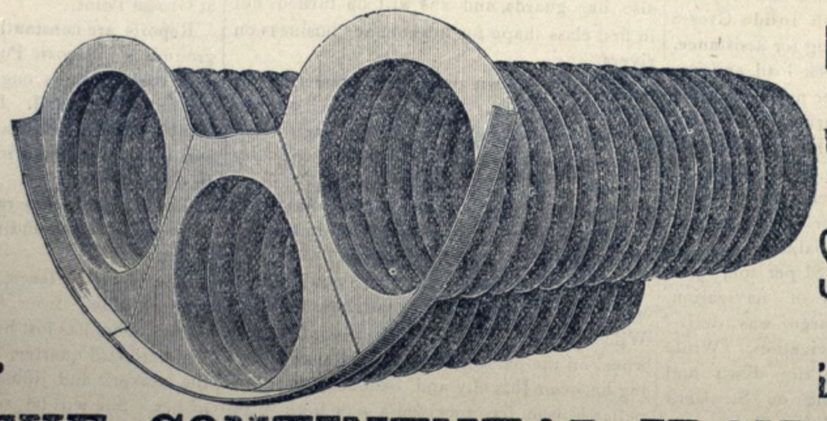

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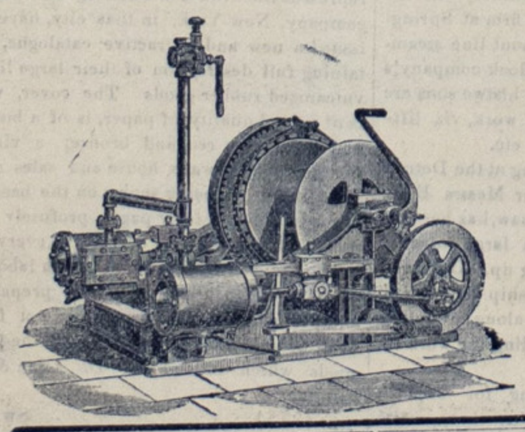

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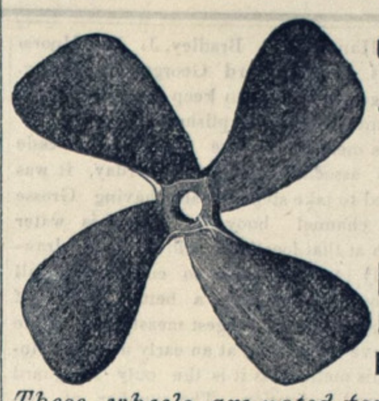

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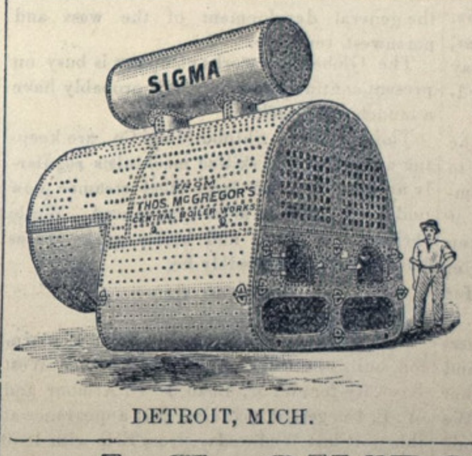

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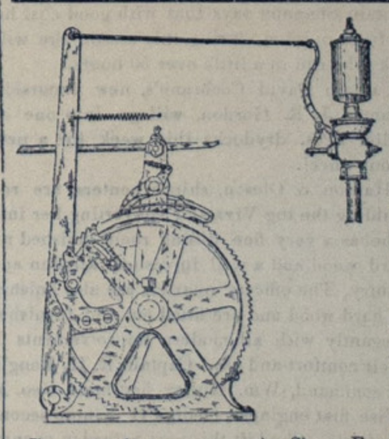

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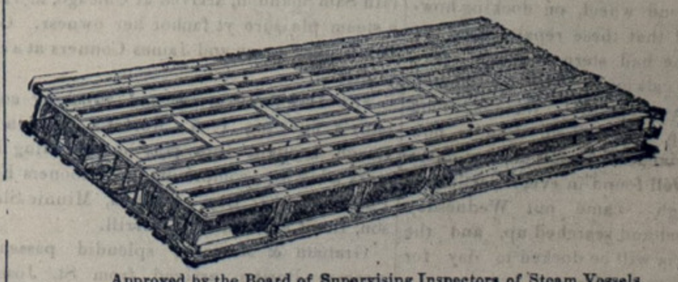

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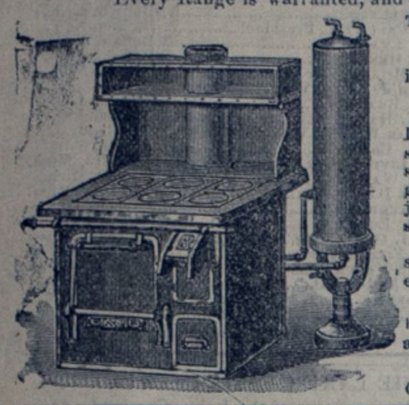

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MARITIME LAW.

PERSONAL INJURY—FALLING OF HATCH COVER.—FELLOW SERVANTS—GRAIN-TRIMMER AND SAILOR—LIABILITY OF VESSEL

U. S. District Court, Eastern District of New York.

Libellant, a workman employed by a contractor to assist in trimming grain on the steamship Wells City, was trimming grain under the hatch in the hold when seamen placed the hatch cover on; while this was being done, libellant stood aside, but afterward resumed work by direction of the mate. Two of the seamen then attempted to spring the hatch covers together, when one cover slipped and fell upon the libellant, causing injuries for which this suit was brought. Held, that libellant and the sailors were not fellow-servants of the ship owners; that the accident occurred through the negligence of the employees of the skip and without contributory negligence on the part of the libellant and that the vessel was therefore liable.

BENEDICT, J.

This action is brought to recover damages for injuries received by the libellant while he was engaged in trimming grain in the hold of the steamship Wells City, through the falling upon him of one of the ship's hatch covers.

The libellant was a grain trimmer employed by a contractor to work in trimming the cargo of grain then being loaded on board the steamship. At the time of the accident the trimming was finished all but the leveling off the grain under the hatch. The spout had been removed, and as it was raining hard, the mate of the ship directed the crew to put on the hatch covers. The mate was at the time in the hold with the libellant.

When the placing of the covers in position was commenced warning seems to have been given to the men in the hold, and they stepped out from under the hatch in order to be out of danger. While they were out of the hatch, the covers were all put in position, and thereby the hold was so darkened as to indicate to persons below that the covers were in place. Accordingly the mate motioned the libellant that it was time for him to resume work, and the libellant, with others, thereupon stepped back into the hatch, to conclude his work of trimming the grain in the hatchway. After the men had stepped back under the hatch, however, two of the sailors undertook to spring two of the hatch-covers together, the covers having failed to go home when laid down. In doing this, one of the men lifted one of the covers and the other lifted the other, and placed their edges together. Each cover weighed about seventy pounds and they were very greasy at the time, owing to the dampened dust arising from the grain. While the covers were thus being sprung together one of them slipped and fell into the hold below, striking the libellant and causing the injuries for which he now sues.

Several points are made on the part of the defence. One is that the libellant was at the time of the accident the servant of the claimant, engaged in a common employment with the sailors who undertook to place the cover in position, and therefore cannot recover for negligence of a fellow servant. Upon this point my opinion is that the relation of a fellow servant did not exist between the libellant and the mate who directed the placing of the covers, or between the libellant and the seamen who were engrged in handling the covers at the time the cover fell.

Next it is contended that the libellant's injuries are attributable to his own carelessness, because he resumed work under the hatch before the adjustment of the hatch covers was completed. But when the hatch covers were placed in position so as to exclude the light from those below, the libellant, in absence of notice to the contrary, was entitled to assume that the adjustment of the hatch covers had been completed, and especially so when the mate, who had directed the placing of the hatch covers, indicated to him that it was time for him to resume his work in the hatch. In my opinion, the libellant was not guilty of negligence in being under the hatch under the circumstances.

Third, it is contended on the part of the claimant that it was not shown that the falling of the hatch was caused by negligence. Upon this point my opinion is also adverse to the claimant. The evidence, as I understand it, shows negligence in the performance of the ship's work of putting on the hatch covers. The negligence consisted in attempting to handle the cover by a single man instead of by two. The cover was greasy and liable to slip, and in case of any slip it would be impossible for a single man to hold it, weighing as it did some seventy pounds. It was, in my opinion, negligence for a single man to attempt to handle the cover while springing it home under such circumstances, and especially was it negligence to do so without warning to the men in the hatch, after the covers had been once laid down in such a position as to indicate to the men below that the covers were in place. The libellant instead of being warned was, in legal effect, notified by the mate that the covers were in place.

Under such circumstances I think it must be held that negligence on the part of the ship has been shown, and under the principles stated in the case the Kate Cann, 2nd Fed. Rep. p 241, affirmed by the Circuit Court, 8th Fed. Rep. p. 719, the libellant is entitled to recover his damages of the vessel herself.

Let there be a decree in favor of the libellant with a reference to ascertain the amount of the damage sustained.

February 8, 1889.

TREASURY DECISIONS.

FREE ENTRY—AMERICAN DREDGE REPAIRED ABROAD—REFUSED.

TREASURY DEPARTMENT, April 17, 1889.

SIR: The department is in receipt of your letter of the 11th instant in which you request instructions in relation to a certain dredge of domestic manufacture which the owners propose to import into your district.

The dredge in question was the subject of the department's letter of February 21 last, to the collector of customs at Oswego, in which that officer was instructed to admit to free entry if satisfied that it was of domestic manufacture and returned in substantially the same condition as exported.

It appears, however, from your letter that the dredge has been in foreign waters for about four years, and that during that time repairs to the amount of $250 have been made on it, and an improvement in the form of an apparatus for hoisting anchors, costing $250 has been placed upon it, and you inquire if you can accept duty on the cost of such repairs and improvements, or whether the dredge, as an entirety, is dutiable on account of such repairs and improvements.

In reply, I have to inform you that the provision in section 3114 imposing duty on equipments purchased of the expense of repairs made in foreign countries applies only to "vessels enrolled and licensed under the laws of the United States to engage in the foreign and coasting trade on the northern, northeastern and northwestern frontiers of the United States, or a vessel intended to be employed in such trade," and there is no other provision of law imposing duty on the cost of repairs or equipments independently of the vessel or article repaired.

The improvement added to the dredge in the form of a hoisting apparatus serves to deprive it of the privilege of free entry as a domestic manufacture returned in the same condition as exported, as such improvement appears to constitute a substantial and important change in its condition.

It will, therefore, be liable to duty as an entirety, unless the hoisting apparatus is detached, in which case the dredge may be admitted to free entry under the department's instructions of February 21st.

To COLLECTOR OF CUSTOMS, Suspension Bridge N. Y.

SIZE OF HOLES TO BE DRILLED IN BOILERS TEN YEARS AND UPWARDS, TO DETERMINE THICKNESS.

TREASURY DEPARTMENT, March 27, 1889.

SIR: The department is in receipt of your letter of the 23d instant inclosing a protest signed by yourself and other steam vessel owners at Chicago, against the enforcement of that part of section 1, rule 2, as amended at the recent session of the board of supervising inspectors of steam vessels, which requires "any boiler having been in use ten years or more, shall at each annual inspection thereafter, be drilled at points near the water line and at the bottom of shell of boiler, or such other points as the local inspectors may direct, to determine the thickness at these points, and the general condition of such boiler or boilers at the time of such inspection, and the thickness of said material shall be determined thereafter at each annual inspection, and the steam pressure allowed shall be governed by such ascertained thickness and general condition of the boiler," and you ask that the mandatory part of this rule be repealed and the matter left in the discretion of the local inspectors.

Your letter and protest having been referred to the supervising inspector general of steam vessels, that officer reports that the rule to which objection is made is really in the interests of the steamboat owner, and was so considered by the board when it was adopted. He says it became necessary for the board to adopt some uniform rule to determine the standard of old boilers, regarding the steam pressure to be allowed, the question having been brought to its attention through the explosion of the boiler and the loss of the steamer A. W. Lawrence, when near Milwaukee, on Lake Michigan, with the loss of life of the master, engineer, and two others of her crew. An investigation of this case, so far as was possible, the steamer having gone to the bottom of the lake, disclosed the fact that, notwithstanding the boiler was aged, no measurement of its shell thickness had been obtained since 1882, five years previously, which fact determined in the minds of the supervising inspectors the necessity of a mandatory rule governing such cases the responsibility being too great for the local inspector to take upon his own volition, unless supported by a higher authority.

The board had two courses open to secure the end desired. One was to adopt a standard of depreciation for all boilers when they reach a certain age, the other the rule that was finally adopted, and to which your protest applies. The objection to the first method arises from the fact of the eccentricity of boiler depreciation, it being an established fact that some boilers built of the best material and of superior workmanship last but four or five years, while others, no better apparently in any respect, are in good order at twenty and even thirty years of age. Therefore the injustice of a standard of depreciation, according to age, while in the rule adopted by the board each boiler is allowed steam pressure in accordance with its actual value, the holes drilled to determine thickness having no appreciable effect in weakening the boiler.

The supervising inspector general, however says he can see no object in drilling 1½ inch holes, a ¾ inch gas tap-hole drilled to 1 inch he deems ample, nor can he see the necessity in every case of drilling four holes, as you say the inspectors at Chicago are doing. One hole at water line and one at bottom of boiler in ordinary cases being ample, and he will so inform the supervising inspector at Detroit that he may give directions in accordance therewith to his subordinate officers.

To WM. HARMAN, Esq., Manager Chicago Towing Co., Chicago Ill.

LAKE IMPROVEMENTS.

A rousing and large meeting of the board of trade was held at noon last Thursday Mr. C B Lockwood, the chairman of the committee on committee presented the follow-report:

"Your committee recommends that the standing committee on lake, harbor and public improvements be changed to lake and harbor improvements, and that the committee on statistics be changed to statistics and publication, and that the following committee be added to the list: A committee on public improvements of twenty-five, on public order of five, on strikes and arbitration of five, on manufacturers and promotion of trade of nine, on telegraph and postal facilities of five, on insurance and fire protection of five, on banks and banking facilities of seven, and when the committees are appointed a list of all the committees be printed and a copy be sent to each member of the board; that the committee on public improvements and the committee on manufactures and promotion of trade shall hold a joint meeting monthly at the board of trade rooms for consultation upon such matters as may be presented for consideration."

D. B Lockwood and G. W. Lewis were appointed a committee to confer with the chair and appoint the committees in question for the consideration of the board.

President Edwards then read the following communication:

WEST SUPERIOR, WIS., May 9, 1889.

A. J. Beggs, Secretary Board of trade, Cleveland, O.—Dear Sir: The condition of the lakes this season ought to inspire further concerted action on the part of the lake people in the direction of stirring up our government to more liberal appropriations for harbor improvements. Will you please submit to your board of directors the question of the advisability of calling a convention of representative men from the various commercial bodies on the lakes and in the northwest to forward such work? An early answer will oblige, yours truly, W. F. STREET,
Secretary of Chamber of Commerce."

The letter was discussed at some length and the following resolutions were finally adopted:

"Resolved by this board that it will cordially cooperate with the West Superior chamber of commerce in the movement for a convention in the interest of larger appropriations, more rapid improvement of the great water way and that the secretary be requested to so inform the West Superior chamber of commerce.

"Resolved, that the board hereby, in connection with the action taken for cooperation in the movement for a convention, does most emphatically protest against any obstruction of this waterway by the bridging of the Detroit river or of these connected waters at any other point—and it desires that such a convention shall oppose by all proper means such a contemplated injury to this waterway. It belongs to the whole people, and no portion of its advantages should be abridged in the interest of individuals or corporations."

The matter will be in the hands of the committee on lake and harbor improvements, of which Mr. George H. Ely, who drafted the foregoing resolutions, is the chairman. As the resolutions indicate, Cleveland favors giving attention to the great waterway and letting local harbor improvements come in as a secondary consideration. The committee intends communicating with Duluth, Chicago, Buffalo and other chambers of commerce and having the convention an all around affair to be benefited by the wisdom of all the chambers of commerce. An effort will be made to have it held here.

RAPID WORK.

As indicating the speed with which work is being executed at Messrs. J. Richardson & Sons' marine engine works, Hartlepool, we may notice the following: The steamship Khio was launched at the shipbuilding yard of Messrs. E. Withy & Co., on Friday last, at 5 p. m., and went into Victoria dock that evening to receive her engines. She was taken in hand by Messrs. Richardson's staff, and although no work was done on Saturday afternoon, nor on Sunday, her machinery was tested under steam to the satisfaction of Lloyd's inspector on Thursday at 11 a. m The total time occupied was thus only 3¾ days a remarkable result, considering the size of the engines, and one which speaks well of the facilities for dispatch at Messrs. Richardson's works. The Khio is fitted with triple expansion engines on three cranks, the cylinders being 22 inches, 37 inches, and 61 inches in diameter respectively, with a stroke of 3 feet 3 inches. She has two large boilers designed to work at 160 pounds per square inch. A further instance of quick dispatch is that of a double throw built steel crank shaft for the steamship Lemura, of 150 horse power. The order for this shaft was received on Saturday morning, and although no work was done on Saturday afternoon nor on Sunday, the shaft was forged from the ingot, finished complete with keyways cut, and sent off on Thursday forenoon.—*Engineering (London)*.

Marine Record.

Published Every Thursday at 181 Detroi Street, Cleviand, Ohio. t

A. A. POMEROY, EDITOR AND PUB

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THOMAS WILLIAMS. Associate Editor.

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MARINE RECORD—OFFICIAL PAPER.

VESSEL PROPERTY.

An uneasy feeling among owners of vessel property has been manifested during the past few weeks on account of the low rate of coal freights from Lake Erie ports. And this feeling has been intensified by the average low rates on other products, and by the low water which is now found at Grosse Point, Sault ste. Marie, and St, Clair Flats canal, all points over which the majority of the lake tonnage must pass in the ordinary course of navigation. The experience of the past few weeks demonstrates to the owners of large tonnage, the hard fact that if their vessels are given all they can carry, detention, and the consequent expenses attending, will be the certain result; hence it may be clearly seen that these vessels entering a loading port may not get what they go there for, viz., a full cargo, and as the vessel's earnings are based on her carrying capacity, any diminution of the quantity is a direct loss to the vessel.

Another point which has entailed loss, and great expense to the vessel owner, has been the detention in ports. Milwaukee and Fairport being ports at which considerable time has been lost by vessels this season. Although we do not wish to specify one port more than another, individual experience allows us to quote the two mentioned above, and some owners have gone so far as to state that they will not send their vessels to the latter port again under any circumstances, as the small margin now on freights demands quick dispatch.

Next to the total carrying capacity comes dispatch, and the fact can not be questioned that a large cargo, having quick dispatch can do the freighting business at a minimum cost to the shipper, and still have a moderate percentage on the capital invested by the vessel-owner. When, however, the majority of the tonnage can not receive a full cargo at their loading port, and detention is liable to be met with at the port of discharge, the basis of calculation on vessel's earnings and expenses, are entirely destroyed, and in many cases where a freight has been figured to leave a small margin in favor of the ship, the above causes have tended towards the vessel barely meeting her liabilities or what is still worse, landing her in debt after the performance of the contract.

Having these facts in view after repeated experiences, the Buffalo vessel owners have undertaken to bring about a grand organization of the leading owners at all the lake ports, on a similar line o the Lake carriers' association, only more local in its rules and general aims. The direct object of the association would be to regulate in a measure, the rules of freights, tonnage rates, and the costs of loading, trimming and discharging cargoes and exercising a supervision over the regular and individual charges made on vessel property during the course of the season of navigation, and possibly the charges made by owners of wharves for winter moorings, from the close, till the opening of navigation, would form a pertinent subject for the consideration of this body. Although we have not yet been supplied with an authorized copy of the association rules and regulations, etc, yet we have no doubt that a mutual beneficial organization would be found to work advantageously for all concerned, and remedy long standing abuses which have been allowed to creep into business connected with vessel property, to the detriment of the owners.

It has been thought that shippers were too much interested in the Cleveland tonnage to warrant any attempts at regulating the freight rates, yet it is hardly possible that shippers, even if direct owners, would allow their floating property to work at a sacrifice of money and time, unless a corresponding benefit accrued therefrom Or in other words, if vessel men can not sail their vessels to advantage, neither can shippers exercise the control detrimental to the interests of others owning similar property. From the formation of this society we can see a change in the reading matter, and towns specified on a bill of lading, and probably a stricter collection of demurage in ports where detention is commonly met with.

FAST STEAMING.

It would seem as if the time had arrived for us to address a word or two of advice, if not of warning to those of our seamen who appear disposed to allow their zeal to outrun their discretion. We have abtained a more than local reputation for the jealousy with which we have maintained the high character of our inland navigators, therefore we have the fullest confidence that our remarks will be taken in good part by those for whom they are more especially intended.

The subject to which we allude is that of rapid passages, and the means by which they are too often obtained. Breaking the record is, if all other things are equal, a matter of satisfaction to the owners, builder and master of the successful vessel, and no one should grudge them their cause of rejoicing, but, unfortunately, therefrom arises the evil, for the temptation at once presents itself to the mind of many captains that it is a praiseworthy action to make a trip in less time than their fellows. To do so considerations of prudence are too often ignored. For ourselves we do not much believe in racing under all conditions; where prudence, activity and skill are combined, the best results are invariably obtained in the end, and it is not always the vessel which has made the fastest trips of the season that can show the best balance sheet. Our navigators must not seek to imitate too closely the greyhounds of the Atlantic; they have plenty of sea room and plenty of water under their keels, while our vessels are not always so favorably circumstanced, and if their commanders try to navigate them under conditions obtainable only on the ocean, they will sooner or later come to grief, and the evil results of trying always to run on time, will be found to wipe out any trifling benefits which they may have been able to realize. We do not desire to be misunderstood; we have no wish to check the laudable ambition of our gallant seamen, but we specially, (for we know our ground), caution them against preferring recklessness to prudence. It is only recently that a correspondent of the MARINE RECORD, in whom we can place every confidence, was an eye witness of a feat on the part of one of our fast boats which caused him to remark that "that pitcher would go to the well once too often." In the meanwhile the owner and shippers are quite delighted with the rapid runs of the vessel, in happy ignorance of how those desirable results are obtained. The occurrence in question took place in narrow waters and involved the risk of almost certain collision. To get ahead on any terms was the idea. While we are always glad to chronicle quick runs we take it for granted that due regard has been given to caution. If that has not been done we have no sympathy with the delight expressed by those interested.

There is without doubt, much difference between a steady, cautious, energetic commander, and one who possesing all the requisite qualifications to attain the highest point in his profession, allows himself to be carried away by over zeal, and will make his passage, cost what it may. Across the ocean the former class of men are preferred, for there one frequently hears that Captain So and so, almost always makes a shorter passage than the others but that it generally costs more to put his vessel to rights at the end of the voyage than she has gained by the short time saved. We think there is little doubt as to which man the prudent owner would choose.

The question next arises whether the captains are altogether to blame for accidents arising through too fast driving; we do not think they always are. The owners often expect too much of them, and in old times cases have not been unknown where the captain has been indirectly stimulated to foolhardy actions, and if he failed the party who led him astray was the first to condemn him.

The inland greyhound commander has especially every inducement to be extra careful. Let him persist in going fast when he ought to go slow, and what would be the result? If we may judge from the experience of former years it will be this; that so long as all goes well he will get empty praise, and when he contributes to the list of casualties, he risks finding all his former credit vanished, and being called reckless and incompetent. His owners may be compelled to sacrifice him, underwriters may refuse to allow him to command a vessel in which they are interested, and altogether his position will be far from enviable. The old axiom in mechanics is to-day as true as ever it was, and our friends ought not to forget it. "What is gained in speed is lost in power," and we are under the impression that this truism might sometimes be applied with great advantage to the science of navigation, and we hope to find that our views in this respect will be shared in by the whole maritime community of our inland waters.

ALIEN OFFICERS.

The recent action of the local inspectors at this port in holding the master and owners of an American vessel liable to the extent of upwards of $300 for carrying and employing an alien as an officer on board of the vessel is a justifiable departure from the easy-going methods so long in use at United States ports. Were it not for an example of this sort occasionally, the law might possibly drop into disuse and aliens fill the positions which none other than American citizens are empowered to hold.

We have frequently received communications from our readers on this subject and it would seem as if the general public are not aware of the fact that by reporting to the local office of the inspectors of the port, any cases of this kind which may come under their notice, the charges would be strictly inquired into and the vessel mulcted accordingly. While the clause in question remains a law, it should be strictly enforced and some pains taken to see that it is not infringed upon by aliens who, desirous of availing themselves of the superior class of vessels, wages, and general treatment, are only too eager to enter the ranks for employment, and sail under the stars and stripes.

While we are not in a position to give individual names, we still believe that there are many others beside the foreigners who were captured last week, sailing in the fleet of lake marine and the exemplary and energetic conduct of the local inspectors at this port ought to nerve the hand of others holding similar positions at other ports to prosecute at every possible opportunity their search for law breakers. While there may at times be sufficient reason for allowing an alien to act as an officer of an American vessel the law expressly stipulates the terms and circumstances under which a departure from the strict letter of the law becomes admissible, and under no other circumstances should an alien be employed or have the control of floating property under the United States flag. Such being the law all right minded citizens would certainly desire to see and to know that it was thoroughly enforced.

Yet, on the other hand, it has frequently occurred to us that according to all laws of equity and justice the United States is quite strong enough to be graciously righteous and reciprocate the privileges enjoyed by her citizens under other flags. For instance, we noticed a correspondent to a New York marine paper writing strongly on the desirability, in fact the imperative necessity, of forbidding foreigners the right to sail in American vessels, while he admitted the fact that he was himself then sailing and drawing pay in the employ of an English vessel.

American masters and officers command and sail on vessels under the English flag While Canada allows the same privileges American citizens are elegible to command the fleet of fine trans-atlantic steamers, and fill all of the official positions aboard of them, and no disqualification exists on account of their nationality, competency being the only subject under consideration.

Too much, of course, might be said in favor of American seamen for American ships, and the nation has never yet existed where tota exclusiveness was found to conduce to the prosperity of the country adopting it. If the law read that no American citizen should seek employment as an officer under a foreign flag, then we should expect to have considerable o a protests from the number of men who are already holding positions afloat. It might be said that the British in par icular have not noticed the fact that they are excluded from serving the merchant marine of the United States, and that we are playing a smart game by taking advantage of their igno rance yet this is not so, for the citizen of any country is considered eligible if qualified, and in many ases American citizens are quite naturally given the preference and it may be here stated that an officer who had sailed exclusively in American vessels might qualify and take command of any vessel under the English flag (even providing, as we have said before, that he had never set his foot on one during his whole career.)

While pointing out these few remarks to the attention of our readers, we still maintain that the law prohibiting aliens from being employed as officers in American vessels should be strictly complied with and experience or qualifications count for nothing where competent citizens can be had to fill the positions.

When the merchant marine reaches the eminence which it is bound to attain in the future probably the law of supply and demand may step in to rectify any existing discrepancies in the service and if it is found advisable at that time to allow the employment of aliens as officers, then no doubt the present clause bearing on the subject will be repealed and a more liberal one substituted in its place.

LAKE AND RAIL RATES.

There seems to be no question about the northwestern roads being guilty of discrimination in applying two scales of rates between Chicago and St. Paul on traffic originating at eastern points; but it is claimed that if they did otherwise a valuable portion of their legitimate business would have to be abandoned or a rate war begun. They, therefore, justify their action on the principle that they have a right to protect their own interests. The rates these roads apply from Chicago and Milwaukee to St. Paul and Minneapolis on traffic received from the lake lines is on the basis of 38 cents, first class, while upon similar traffic received from the all-rail lines the 50-cent scale is enforced. If they should insist on the 50-cent proportion from the lake lines they would get no business from that source, as all the lake and rail traffic from trunk-line territory destined to St. Paul or Minneapolis would go via Duluth. Furthermore, any attempt to reduce the through rate via the all-rail routes would not be tolerated a minute by the northern lines and would cause serious trouble.

It is undoubtedly a fact that, practically, the control of the boat lines is very largely, if not wholly, vested in the trunk lines. Hence, it is not strange that the responsibility for this complicated state of affairs is laid upon them.

The committee appointed by Chairmen Blanchard to investigate this matter says in the course of its report:

"It is hardly necessary to call your attention to the additional discrimination that may be readily implied by the more favorable facilities extending to the western roads in the way of handling all rail traffic as compared with traffic from the lake lines. The northwestern roads fail to recognize the fact that any injury is done to the rail lines, stating that they have simply accepted on lake traffic what they are forced to do to get any of the lake traffic at even rates against the routes via Duluth. They utterly ignore the fact of any discrimination against the all rail lines and the immensity of the traffic the lines in this association feed them.

"While we do not see that we can object to their protecting their interests as against the routes via Duluth, yet we sincerely object to their refusing to extend equal facilities or rates upon traffic offered them by the rail lines in this association. We desire to impress upon them the fact that they do not designate as to where the lake traffic may originate, and in this respect magnify, in our opinion, the extent of their discrimination as against traffic from all points within the territory of our association.

As this subject of lake and rail rates is to be taken up by a special committee to be appointed by Chairman Blanchard, and they are to confer with the trunk lines, there is some hope of the difficulty being adjusted to the satisfaction of all concerned, It is thought that the Duluth lines will be given a differential.—*Buffalo Courier.*

THE railroad companies are reaching out for the iron business by lowering freight rates to meet competition among manufacturers, but as yet Cleveland has received little benefit from the reductions. The Nypano will post a tariff on manufactured iron articles and pig iron from points in the Mahoning and Shenango valley which will be a reduction of 20 per cent, on the present rates. The new rates will go into effect May 30, next Thursday, and will effect westbound business. The reduction will cause a great deal of objection on the part of Cleveland manufacturers and will probably end in a rate war. The rates will hold good until August 31, after which the tariff now in effect will be reinstated. The reduction on pig iron in the rate to East St. Louis, Peoria, Milwaukee and Ft. Wayne is 15 cents, to Columbus 30 cents, to Cincinnati, Indianapolis and Bay City, 20 cents. No reduction was made to Detroit via the Lake Shore, but via the Detroit and Cleveland navigation company the rate is reduced from $1.60 to $1.40.

The association of Canadian vessel owners is working on a plan to consolidate the Canadian boats running to Chicago in the grain trade under one head and agency. The aim is to overcome the disadvantage Canadian boats experience at Chicago at getting loads, which generally results in their being compelled to take a quarter of a cent less than American vessels to the same point.

LAKE CARRIERS' ASSOCIATION

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1889.

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MARINE RECORD—OFFICAL PAPER.

THE LAKE CARRIERS' MEETING.

The managers of the Lake Carriers' Association held a meeting last Wednesday, with President Caldwell in the chair. It was decided to instruct W. Livingston, manager at Detroit, to see General Poe, requesting the digging out of the shoals in the Detroit and St. Clair rivers. Captain Henry, Peter Miller, and W. Bullard were instructed to find out what steps were necessary to get an entire new survey of the lakes and rivers, complaint having been made that buoys have been displaced by rafts and ice. Mr. Bullard said that he would take it upon himself to make a record of the missing and misplaced buoys. Secretary Almy was instructed to write to the secretary of war and the secretary of the navy concerning the wreck of the schooner Clayton Bell, sunk some years ago just above Port Huron, in the course of vessels, to see whose business it is to get her out of the way of navigators.

CANADIAN CLEARANCE FEES.

The Canadian government announces that an order in council has been passed reducing the clearance fees charged on American vessels entering and leaving Canadian ports on the great lakes to 50 cents for vessels of any tonnage. This is practically a granting of the demand made last year by Secretary Bayard. The order in council shows that in 1861 the Canadian government imposed fees on all American vessels entering and leaving Canadian ports above Montreal on the St. Lawrence river and great lakes. These fees were 50 cents for vessels of ten tons and under, and $1 for vessels of over ten tons burden.

In 1871, by mutual consent of Canada and the United States, these fees were reduced to 50 cents for vessels of any tonnage. This state of affairs continued until last summer, when the minister of customs issued an order in council bringing into force the order of 1861 and revoking the order of 1871. American shippers complained to the government at Ottawa, but to no effect. The government at Washington was appealed to and Secretary Bayard made a demand that Canada should carry out the terms of the agreement of 1871.

LAUNCH OF THE GENERAL BUTTERFIELD.

Special Correspondence to the Marine Record.

BROOKLYN, N. Y., May 23.

The Continental Iron works of Brooklyn, N. Y., launched last Tuesday (May 21st) the hull of a new propeller for the passenger line plying between Albany and Catskill-on-the-Hudson. She was christened the General Butterfield, in honor of that gentleman, who is financially interested in the line and one of its principal managers. The Butterfield is the usual type of an iron and steel vessel as is generally constructed at the present time, and as she lay on the ways before launching challenged the admiration of a large number of specially invited guests for the thorough workmanship displayed in her construction and the ease and beauty of her lines. She is 130 feet on the water line and 140 feet over all, 28 feet beam and 9 feet 6 inches, depth of hold. The motive power will consist of compound engines 17 inches high pressure and 32 inches low pressure cylinders, and 2 feet stroke. The boilers will be of the ordinary horizontal tubular type. The General Butterfield will have three water tight bulkheads and steam steering apparatus. Her joiner work will be of the most elegant and costly character and her entire furnishings will be in keeping with the munificence displayed of late years in the adornment of river craft and including electric light and bells. The Continental Iron works are located in what is known as the eastern district of Brooklyn, and are historical for having launched from their capacious wharfs, some of the large stand most important iron vessels built in this country, among which were many ships of war. The officers of the company are Thos. F. Rowland president, Warren E. Hill and Chas. E. Corbett vice presidents, and Thos. F. Rowland, jr, secretary and treasurer.

A scarcity of ship caulkers now prevails a New York and vessels undergoing repairs meet with considerable delay in consequence. Shipwrights can only procure about half the completment of men usually employed.

[CONTINUED FROM PAGE 1.]

BUFFALO N. Y.

Special to the Marine Record.

M. F. Owen, of Rome City, Ind., president of W. O. Hughart steamer company, writes that the Trout wheel furnished the steamer W. O. Hughart, has increased the speed of the boat about three miles per hour.

The Harlem arrived from Chicago a 8 o'clock Tuesday morning and the Tioga at 1 in the afternoon. The Harlem made the run in 65 hours and the Tioga in 70

Manager Evans of the Anchor line, which is owned by the Pennsylvania road, said that as far as he knows there is not a particle of truth in the so called reliable information from Duluth concerning the building at Sandusky of twelve big steel steamers to run between Duluth and Buffalo. This yarn has been sprung several times before.

The wind blew a gale from the southwest Monday night, reaching fifty-four miles after midnight. The weather has moderated, but it is still strong from the west. The Fountain City for Duluth via Erie left at 7 o'clock Monday night, but was forced to return a little after midnight. She started again Tuesday afternoon. The Edwards with the Golden Age and Page, coal laden for Chicago, and the Oscoda with three barges, light, were also compelled to run back. The Golden Age's rudder got twisted in the sea. The Page lost some canvass and rigging. A diver is trying to unship the Golden Age's rudder.

H. G. Trout, King iron works, Buffalo, has received orders for two propeller wheels to be shipped to Mexico. Evidently these wheels have a wide reputation outside of United States territory.

A few coal-handlers at Scott's trestle are reported to have struck yesterday, but their places were at once filled by other men.

The new tug Chamberlain came out Tuesday, and set all the steamers in port to howling. She will not be put into active business at present.

Dispatches to Smith, Davis & Co., state that the schooner E. Corning is a total loss on Poverty Island. She was towed on that shoal some days ago by the Roumania and claims to have followed the steamer's course, yet the Roumania, drawing more water than the schooner, went safely over. The Corning is insured for $10,000. It is not known here who wrote the risk on her cargo. She is owned by Chilson and others of Lorain, who paid $17,000 for her last winter.

The schooner C. C. Barnes, lately ashore at at Escanaba, and will tow to Manitowoc for repairs.

The barge Newcomb, sold by Smith, Davis & Co., to George Hall of Ogdensburg, for $20,000, will be turned over at Ashtabula, where she now is.

The new steambarge Florida, built by R. Mills & Co., for themselves, made a successful trial trip. She loads coal for Chicago. Peter Kenney, formerly on the Robert Mills, is her master.

The preliminary of sale of the schooner H. R Newcomb to out-of-town parties has been made by Smith, Davis & Co., but purchaser and price will not be given till the sale is consummated.

KINGSTON, ONT.

The steambarge D. D. Calvin of Garden island lost her tow of three barges off the "Ducks" and they are now drifting about the lake. Steamers have gone to the rescue. Three barges, lumber laden, are ashore at Long point, supposed to be the Baldwin's tow from Bay City. The crews are reported lost and the boats going to pieces. The propeller Tecumseh, which ran in here Tuesday afternoon for shelter, passed three barges near the "Ducks" and saw one man in an open yawlboat and another man clinging to a stick of timber. He thought the barges were the tow of the D. D. Calvin.

Tuesday afternoon the schooner Sylvester Neelon arrived and the captain said he passed the barges also. The Armenia was dispatched to the rescue. She picked up the schooner Norway fifteen miles from here—water logged—and towed her in. The crew are all safe, but the other two schooners are not in yet nor is the D. D. Calvin. It is feared that the two former have lost some of their crew. The Norway is sailed by Captain H. Smith, the Bavaria by John Marshall and the Valencia by R. Lauss. All the crafts belong to Calvin & Co. of Garden island. Many think the two missing schooners, unless assistance reaches them, will go ashore. The tug Calvin was standing by them when last seen, but as the boats were waterlogged she could not pick them up.

The Sylvester Neelson sprung a leak off the Ducks and when she reached here was full of water. Her crew worked all night and day at the pumps. Captain Sine is her master. Mariners are collecting on the wharves and waiting anxiously for news of the missing vesselss. The steamer Armenia has just left Garden island and gone to the assistance of the schooners Bavaria and Valencia.

The schooner Norway reached Garden island in tow of the propeller Armenia, sent to her assistance. She is full of water. A telegram has been sent to the life saving station at Wellington asking for assistance.

Another dispatch from Kingston says that the schooner S. Neelon, from Toledo for Collins Bay with lumber, put in there for shelter, having four feet of water in her hold. The steambarge Tecumseh, with three barges, left Collins Bay Monday for the Welland canal. At 3 o'clock Tuesday morning the gale was so severe that she had to let two of them go. She reaches Kingston Monday afteanoon.

The worst disaster that has occurred on Lake Ontario in many years, took place Tuesday. The steambarge D. D. Calvin, of Kingston, with a tow of three schooners with timber, from St Ignace, was struck by a gale off Long Point. The tow line parted, and the Norway, Valencia, and Bavaria were in the trough of the sea. The two former managed to come to anchor after being water-logged and were picked up by the Calvin and Armenia and brought here. The crews were perched on cabin tops for twenty-four hours, without food, and with the waves washing over them and suffered terribly. The Bavaria went ashore on Galloo Island, sixty miles from here, and the crew were all lost. They were: Captain John Marshall, leaving a wife and three children, of Kingston; first mate Felix Campau, leaving a wife and six children, Garden Island; second mate, John Snell, leaving a widowed mother; William McGarrity, Garden Island; Sandy Berry, Pittsburg, Archy Borley and Elias Borley, St. Paul's Bay, all seamen and single; and Bella Hartman, of Ernestown-Ont., cook. The captain of the schooner Cavalier says he saw Captain Marshall clinging to the upturned yawl, and another man on the floating timber, but could render no assistance on account of the gale then raging. All three of the Calvin's consorts had very large deck loads of lumber. The crew of the Norway, one of the three, were exposed on the roof of the deck hosue all day.

The schooner Valencia, one of the Calvin's tow, was picked up by the steamer Armenia and arrived at Garden Island this morning. The crew were safe. The Bavaria, also one of the Calvin's tow, is reported ashore on Calas Island. The crew left the vessel yesterday in a yawl and it is feared that all are lost. The Bavaria was commanded by Captain John Marshall, of this city, and Felix Campau as mate. The names of only two hands are known, namely, William Owens and John Snell. She carried a crew of eight in all.

MARINE CITY, MICH.

Special to the Marine Record.

The yacht Fanchon, owned by the Rev. Mr. Bloodgood, which has been remodled and is comparatively new, under the supervision of A. P. Kinyon, the well known builder of our port, was successfully launched and presents a decidedly better appearance. She will ply on the river and flats as an excursion boat, where charterers may call her. Mr. Bloodgood will take command with his son Will, to put in the balance of the season as chief. Charters solicited.

The J. P. Donaldson and tow stopped at our port this afternoon, on account of her captain, Charles Marsden, being very ill. The captain will undoubtedly have to lay off a trip, so his physician says.

The steam barge Otego, Captain Smatte, and tow bound up, stopped at this port for repairs to her air pump, which was artistically repaired by Joseph Woods & Son. The captain was made happy at 6 p. m., Sunday, and when on his way to the Portage where she will return to Buffalo with cargoes of stone, which will be her last trip down this way. She will trade between the Portage and Chicago.

The steamer City of Detroit, formerly of the Detroit and Cleveland line, passed up on her way to Chicago, where she will ply as an excursion boat between there and St. Joseph.

Captain J. Millen's steam barge Sea Gul was launched at 6. 15 p. m. The launch was a complete success, and was witnessed by a large number of our people who pronounced her a fine looking little steamer.

The Steambarge S. C Clark, Captain C M. Saph, of Marine City, bound up, when above Saug Island ran aground. She completely demolished her low pressure cylinder and is now at Port Huron waiting repairs.

The new boat building at the Marine transit company's yard will probably be ready to launch about July 1.

It is probable that Robert Holland will soon commence work upon another boat, although the deal is not completed.

ROBERT MCNIFF.

SAULT STE. MARIE, MICH.

John Spry and Dunbar Bros., the Hay Lake contractors will build a telephone line forty miles long, from the Soo to the Nebish and Sailor Encampment. C. W. Farr will probably put up the line for them. It will cost about $1,000 and will connect with the local exchange. Business men in these parts hesitate at nothing that will facilitate matters.

Contractor Allen has removed all the timber from above the locks and now has a force of men at work on the government dock in front of Fort Brady, framing the cribs for the new dock. He has a derrick and pile driver and two scows which he brought from Charlevoix. The work of sinking the cribs upon the piles, which were driven during the winter, will be begun at the lower end of the dock line.

PORT HURON, MICH.

Special to the Marine Record.

The Howard Towing Association, the name of the new tug line formed at this port, have four powerful tugs, the Sumner, Castle, Howard and Brady, and are prepared to do all kinds of wrecking and raft towing.

The tug Haight pulled the steambarge Clarke off the bottom at Sombra Tuesday, the Clarke's engines became disabled and her captain run her aground to save further damage.

The river steamer Mary looks very handsome in her new coat of paint.

The river steamer Cole has commenced making her daily trips between this port and Detroit, with her popular and obliging crew. Captain Robinson, steward Kernahau; clerk, McFall and engineer, Gostage.

Tug Folger is at Dunford & Alverson's dry dock receiving repairs and also a new wheel.

George Doty of this city has purchased one half interest of the schooner Ironside from Captain Baker of Detroit for $1200.

Captain Richardson has resigned master of the tug Sumner and will go to Buffalo to look after the new boat building at the Union dry dock for F. W. Gilchrist of Alpena. Captain Rattray formerly of the Castle takes command of the Sumner and Captain Furguson formerly of the Winslow will command the tug Castle.

Lynn, the marine reporter, received on Tuesday another 14 inch steam pump from the Westinghouse engine comany of Boston.

The tug Wright is in the Wolverine dry dock receiving calking and other repairs.

Captain W. H. Bridges, a well known vessel agent of Bay City, was here Monday looking after his vessel business.

Old vessel men at this port say that the water in St. Clair river at present is lower than it has been for twelve years.

Captain John Buzzard has gone out west for his health.

All of the Botsford steamers are heavily loaded with freight when they arrive at this port from Duluth; the other lines are not carrying much freight except Ward's steamers.

The steambarge Gettysburg, tugs Torrent and Mollie Spencer passed this port Tuesday with a monster raft, containing 3,000,000 feet of timber, bound for Cleveland.

ISIS.

MACKINAC CITY, MICH.

The tug Winslow passed down after an unsuccessful effort to release the stranded schooner Erastus Corning from Poverty Island. The tug reports that the schooner is in such bad shape that it is impossible to save her, and that she will have to be abandoned as a total loss. The agents for the underwriters have gone to the scene to examine her. The Erastus Corning, 791 tons, was built at Tonawanda by F. N. Jones in 1867 and was purchased last year by Chilson Bros.' of Lorain, O. She was valued at $17,000 and rates B1.

PICTON, ONT.

The keeper of the St. Peter lighthous reports that three lumber laden barges are ashore there, and are going to pieces. They broke loose from a tug Tuesday morning. It is feared their crews will be lost, and a telegram has been sent to the life saving station at Wellington asking for assistance.

FAIRPORT, OHIO.

James Moran, a watchman on the steamer Fay, accidentally fell into the hold of that vessel about 8 o'clock Tuesday evening and was so seriously injured that he died from the effects about two hours after it happened. He was 22 years old and a nephew of the captain.

WEST SUPERIOR, WIS.

The machinery and hoisting apparatus for the great northern coal dock has arrived and is being put in position. The St. Paul & Pacific coal dock, which has been undergoing repairs, is now complete and ready to receive coal.

ALPENA, MICH.

An unknown steambarge ran into a large raft in tow of the Sea Gull, bound for Bay City, breaking it up badly. The tug is now trying to pick it up.

LAKE FREIGHTS.

The general outlook on freights is now assuming a more favorable turn, and vesse owners will feel somewhat easier on this score. Grain freight from Chicago has gone up within the last 48 hours one-half cent on the bushel and coal freights are proportionately better. There are more inquiries for vessels to carry coal than there has been since the opening of navigation while ore freights, although not changing, are hardening. Should the grain charters take an upward tendency from the present quotations there is no doubt but what ore, coal and lumber will rise also. On the whole we may report a better tone in the freight market than there has been existing for some time past.

The price for carrying coal to Lake Superior ports was advanced to 50c, and the rate from Erie to Chicago was made 60c. Vessel owners were reported as asking $1 per ton for bringing ore from Escanaba, and shipper were said to be offering 95c without its being accepted.

CHICAGO, May, 29.—A good inquiry existed for grain tonnage to-day but spot room was in limited supply. Rates to Buffalo ruled firm on the basis of 2¼c for wheat, 2c for corn, and 1½@1¾c for oats. The rate paid on corn to Kingston was 4c; corn to Georgian Bay was quoted at 1¾c, and to Sarnia 1¾c. Total capacity for past twenty-four hours; corn, 225,000 bushels; oats, 212,000 bushels.

BUFFALO, May 29.—Coal freights are quiet and firm at unchanged rates. The demand for capacity is less active, but heavy enough to take all ready vessels. Buffalo to Milwaukee, 60c; to Chicago, 60c; to Saginaw, 50c. Canal freights are dull and steady at previous quotations. Several big shippers made a determined effort to break the forwarding company's rates, but were repulsed at every turn.

FORE AND AFT.

Robert Hunter, for some years master of the schooner Julia Willard, has been appointed keeper of the Presque Isle lighthouse at Erie.

The steambarge O. T. Flint, built by Simon Langell & Sons, was launched at St. Clair on Thursday. She is named for the Buffalo agent of the Ætna insurance company.

The tug owners say that after June 15 they will decline to tow any canal boats in the Hamburg canal. They came to this conclusion on account of the terrible condition of the canal.

A vessel has left New York with the first force of men and cargo of supplies for the beginning of work on the Nicaragua canal. The American company behind this enterprise means business.

C. H. Lane and others, of Buffalo, sold the barge C. B Jones to John Crosthwaite for $10,000. He turned her over to Louder & Schwartz, of Saginaw, for $12,000, and made $2,000 by the deal.

The schooner Bay Trader arrived at Port Colborne Tuesday with 300 tons of coal, taken from the schooner Leadville, lest at Long Point four years ago. Carter Brothers will attempt to raise the Leadville as soon as the coal is taken out of her.

The fact that the Ontario coal company will carry its own coal this season has caused something of a flutter among the owners of the schooners that trade at Montreal. This company brought in a very large quantity of coal last year, and if this business is withdrawn it will make quite a difference to the Lake Ontario craft.

A revulsion of feeling regarding the supposed superiority of steel over iron for heavy shafts for steamboats has been gaining strength for some time, and is said that nearly all steel shafts that break nowadays are being replaced by iron. It is also stated that those made by Krupp, the German iron worker, have fared no better in builders' estimation than some made in this country.

Bids were opened Monday for furnishing 500,000 feet of lumber to go into the construction of the Iron Bay works. A joint bid by Peck & Son and Norton & Co. was the successful one. The contract calls for the delivery of the lumber by July 15. Work on the superstructure of the brick building of the plant will begin June 1.

The Times Democrat of New Orleans feels quite confident that New Orleans will be selected as the proper location for the Gulf navy yard. It says that a navy yard is demanded there by twenty odd states. The naval commission's report will dwell almost entirely upon physical advantage—upon deep water, materials for shipbuilding, &c., but upon these points New Orleans expects to make as good a showing as any other place on the gulf.

Judge Johnson at Milwaukee held that the attachment of the Huron City at that port after she had previously been libeled and bonded for the same claim at another port, was legal, and required that a bond be given to insure the delivery of the boat at Milwaukee should judgment be obtained against her.

A new combination has been made on the chess-board of lake and rail traffic to let the Canadian Pacific into Chicago. This time it is Pacific coast business which is the prize. The line is from the Pacific coast port of the Canadian Pacific, Vancouver, by rail over that road to Port Arthur and thence to Chicago by the Lake Superior line of steamers. The rail haul is 1,192 miles and the lake run 850 miles. A train load of rice is the first consignment over the new route to arrived at Port Arthur early this week and is now on its way to Chicago on board the propeller Jay Gould. It was carried from China by steamer direct to Vancouver. Other consignments of rice are now on the way over the same route.

The contract for dredging at Toledo has been awarded to James Rooney of Toledo who bid 20 cents per cubic yard. It is for dredging straight from the mouth of the Maumee river to deep water and is the largest contract for work of this character made on the lake for several years. It covers the extent of the entire available appropriation of $132,000. The other bidders were Hingston, French and Rogers, 21 cents.

The Detroit & Cleveland steam navigation company have arranged an attractive schedule of summer excursions for Cleveland, to be given upon their two fine new steamers the City of Cleveland and the City of Detroit. Trips to Put-in-Bay will be made on Wednesday, June 26, and Saturday, June 29, and three lake rides will be given on July 4. Put-in-Bay excursions will then be given on Thursday, July 6, and on the Saturday and Tuesday following. Thereafter trips will be made to the Islands on Tuesdays, Thursdays, and Saturdays until September 1. The rate from Cleveland fixed by the company for the butchers' national convention, which will be held in Detroit from May 27 to June 1, is $3 for the round trip.

THIS office is in receipt of an invitation to a waterways convention, to be held at West Superior, Wis., on August 6, 1889. We are also pleased to note that the chamber of commerce of Superior and West Superior, have issued invitations to the various commercial bodies on the great lakes, and in the northwest to meet at the convention. In another column will be found the resolutions adopted on the 20th. inst. by the West Superior chamber of commerce. As delegates will be the guests of the city during the convention, we may assert that the accomodations will be found equal to the occasion. While admiting the full benefit of the commercial enthusiasm of the citizens at the head of lake navigation, we may mention that Superior has three first class hotels, and the convention would be numerous indeed to tax the resources of that flourishing and enterprising young city. We trust that delegates from all the important interests involved will attend this waterways convention and that the best results to commerce and navigation, will emanate from the assembling of representatives from the large industries located at the different points on the chain of lakes. By means of the lakes the great west and northwest will be developed and a commercial activity ensue to the mutual benefit of the producer and consumer.

THE board of engineers appointed to report upon the feasibility of bridging the Detroit river, will hold another meeting before making their report. A number of witnesses have expressed a desire to testify before the commission, and for that reason, although some eight or ten days have already been devoted to the hearings, the board will convene again possibly at Detroit. It may be that the report will not be made public until congress meets. The commission was authorized by a resolution adopted by the senate committe on commerce, and to that body, through the chief of engineers and the secretary of war, the report will probably be made. In the meantime the members of the board refuse to express anything in the way of an opinion as to whether or not the bridge should be built. In the neighborhood of Detroit there is not so much opposition as comes from other ports along the line of lakes where considerable vessel property ss owned and the matter of obstructing navigation in so important a channel is regarded is something that should not be permitted.

THE owners of steam yacht Natalie of Nyack, N. Y, writes that the Trout wheel put on his boat has increased her speed about two miles per hour that her boilers steam better, andthat there is a saving of coal of ¼ ton in ten hours run.

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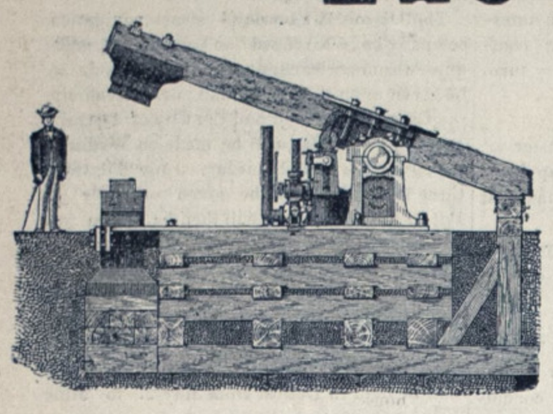

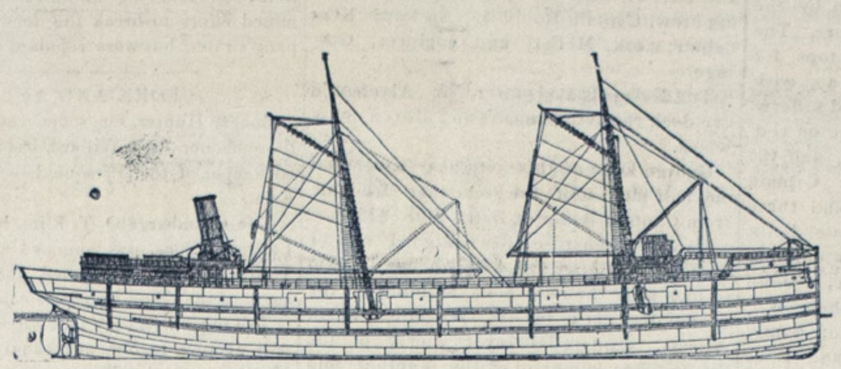

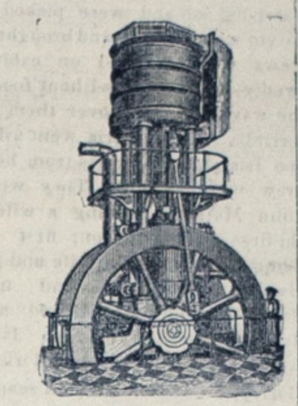

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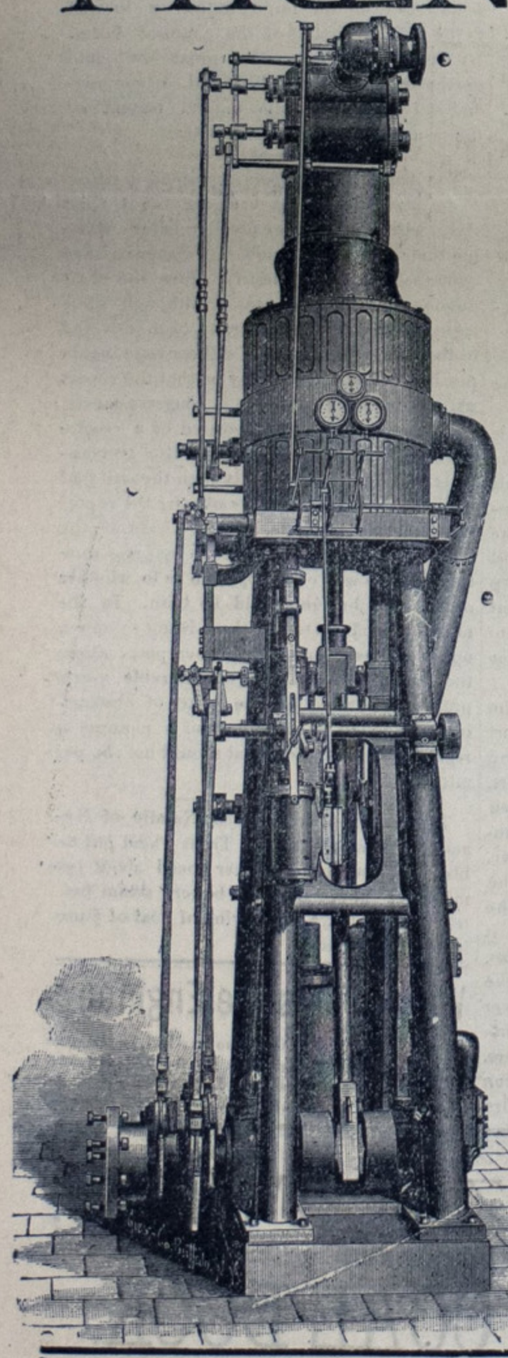

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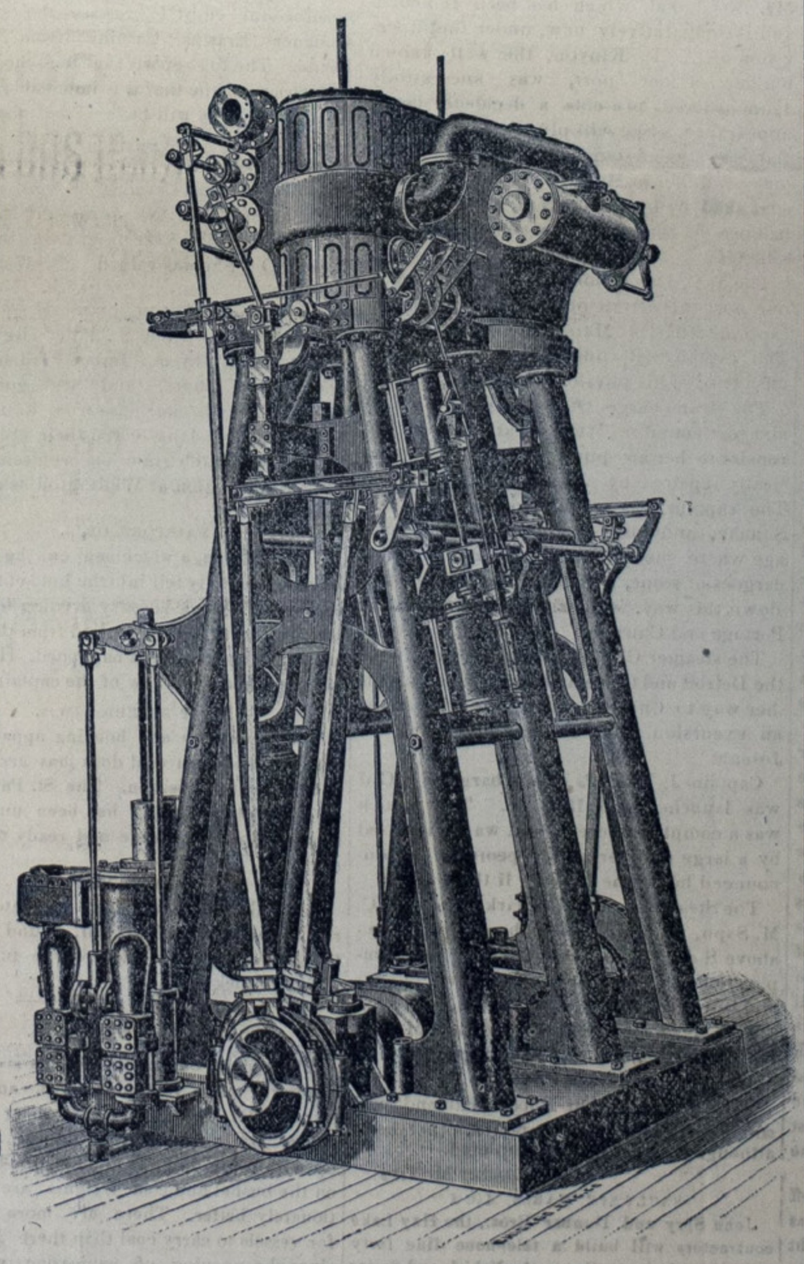

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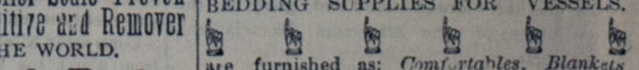

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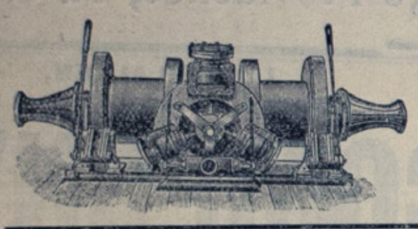

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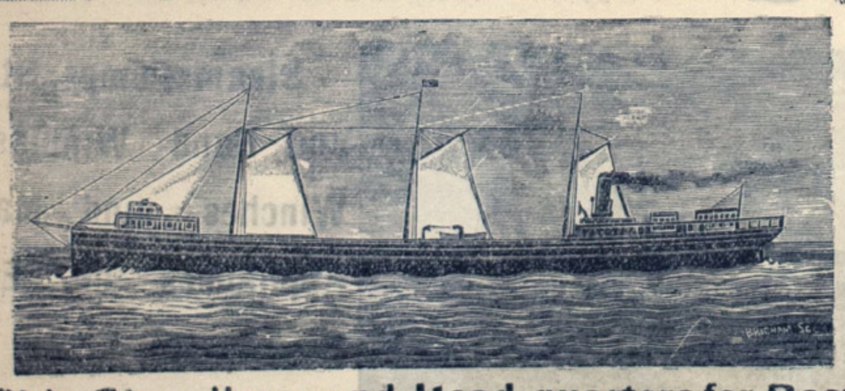

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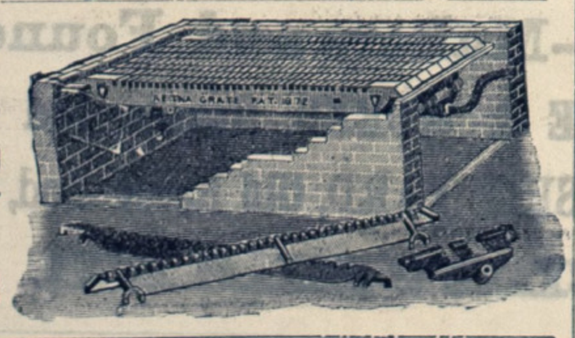

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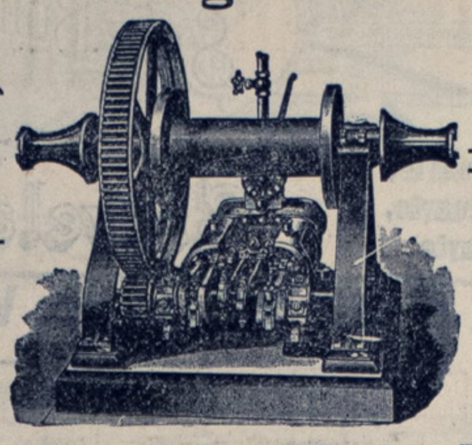

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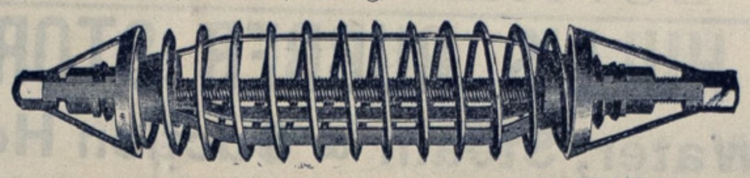

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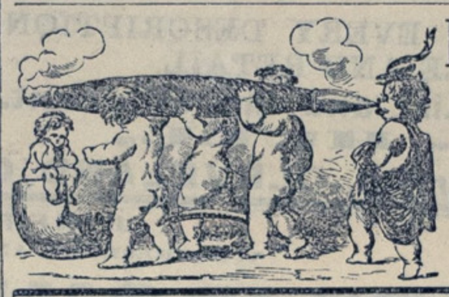

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PROPOSALS FOR TUG AND SCOW.—U. S. Engineer Office, Buffalo, N. Y., May 1, 1889. Sealed proposals in triplicate will be received at this office until 12 M., eastern standard time, June 3, 1889, for chartering to the United States for use at Erie harbor, Pa., a tug, scow and dump scows. Attention is invited to the acts of congress approved February 26, 1885, and February 23, 1887, Vol. 23 page 332, and Vol. 24 page 414, statutes at large. Specifications, blank forms of proposals and all necessary information can be had from MR. J. C. QUINTUS, Erie, Pa., or from the undersigned.

F. A. MAHAN, Captain of Engineers.

PROPOSALS FOR STEAM BARGE.—U. S. Engineer Office, Buffalo, N. Y., May 1, 1889. Sealed proposals in triplicate will be received at this office until 12 M., eastern standard time, June 3, 1889, for chartering a steam barge to the United States to be used at Erie harbor, Pa. Attention is invited to the acts of congress approved February 26, 1885 and February 25, 1887, Vol. 23 page 332 and Vol. 24 page 414, statutes at large. Specifications, blank forms of proposals and all necessary information can be had from M. J. C. QUINTUS, Erie, Pa., or from the undersigned.

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CENTER BOARD YACHT NORDEN, 42 feet keel, 15 feet beam, 5½ feet head room in cabin, can be arranged to accommodate twelve persons for cruising. Fast and staunch, cost $4,700 to build, will sell if purchased soon for $900. F. W. FINCHER,
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SCHOONER FRANC MINER. Her dimensions are as follows: 68 feet keel, 17 feet beam, 5 feet hold, she has two masts and is three years old, in good shape, outfit and all. I also have a complete outfit for a tug or barge, engine 18 by 20, boiler 6½ by 14, shaft wheel and all complete. For particulars write to L. NAU, Green Bay, or CAPTAIN J. A. CUSICK, Fort Howard, Wis.

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BARGE COL. BRACKET—She carries 260M feet of lumber, 420 tons of coal. Had $900 worth of repairs last season. Fit out good. Price $1,600. Mention this paper. ED. J. KENDALL, Port Huron.

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TUG.—A good towing tug, about 18x20 engine. Inquire of CAPT. E. S. SMITH.
No. 30 Twelfth avenue, East Duluth, Minn.

HARBOR TUG FOR SALE.

THE TUG MYRTLE, of Sandusky, Ohio, for sale cheap. Is in first-class condition. For particulars write to FRED GROCH, Sandusky, O.

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Kankauna, Ontagamiole Co. Wi

OBITUARY.

In the presence of his blind niece Captain John Watson shot himself through the head Sunday at his home at the cornerof Washington and West River streets Cleveland. He resided for more than thirty years in that vicinity and the suicide created great excitemen among his friends and neighbors. Captain Watson at one time sailed on the lakes, but by thrift and good management he acquired the ownership of two vessels. Although unable to read or write he is said to have been keen witted, and by the aid of a retentive memory he succeeded very well in life without the use of books. It was stated by one of his friends that his estate was worth more than $25,000. About a year ago he disposed of his vessel interests and retired to enjoy the rest he had won. His home was a commodious brick building, erected two years ago Last September Mrs. Watson died, and after that he often gave way to fits of melancholy, visiting her grave almost daily. They had no children and he had no relatives except such as became related to him through his marriage. He had not indulged in liquor for a dozen years, except, perhaps, to a very limited extent, but after the death of his wife he occasionally drank to excess. On Saturday morning he went to Lorain for the purpose of consulting Captain Robinson, of the schooner Red, White and Blue, concerning a business transaction, and returned to Cleveland in the evening.

Martha Cook, his blind niece, who was his housekeeper since the death of his wife, was sitting by his side, about 2 o'clock Sunday afternoon, when he again said that he wished he was "in the cemetery beside Jane." Watson had his revolver in his hand at the time and lifting the muzzle to his temple, he fired. Death was almost instantaneous.

LITERARY NOTICES.

HARPER'S MAGAZINE, in its June number, pays a graceful compliment to the men who, in recent years, have borne a large share in sustaining the reputation of its pages for artistic excellence. It publishes an essay by Henry James reviewing the work in black and white of F. D. Millet, Edwin A. Abbey, Alfred Parsons, George H. Boughton, George du Maurier, and C. S. Reinhart. Accompanying the article are portraits of these artists, and several views of Broadway, the old English village "in a hollow of the green hill in Worcestershire," where Mr. Abbey and Mr. Parsons have made their home. As if to confirm Mr. James's appreciative criticism, this number contains a full page drawing by Mr. du Maurier, one of Wordsworth's sonnets illustrated by Mr. Parsons, and Praed's quaint poem, "Quince," illustrated with nine drawings by Mr. Abbey. This number of Harper's is also notable for two 'first appearances.'" Miss Nannie Mayo Fitzhugh, of Kentucky, contributes a short story, "T'other Miss Mandy," and the English psychologist, James Sully, his initial effort in fiction. "Friendly Rivalry; a Story of the Twentieth Century." Professor George Howard Darwin, son of the late Charles Darwin, explains "The mystery and the charm" of "Saturn's Rings." Joseph Jastrow, Ph. D., gives a clear, scientific estimate of "The Problem of 'Psychic Research.'" In a compact article entitled "The Negro on the Stage" Laurence Hutton makes a beginning in what has hitherto been lacking—a history of negro minstrelsy in America. In his second paper upon "Social Life in Russia" the Vicomte Eugene Melchior de Vogue follows the summer flight of the Russian seigneurs from St. Petersburg to their great estates in the interior. C. H. Farnham is the author of a richly illustrated paper upon "Montreal," and the famous war correspondent, Dr. William Howard Russel, of an account of "An Incident in the Irish Rebellion." Installments of "Jupiter Lights," by Constance Fenimore Woolson, and "A Little Journey in the World," by Charles Dudley Warner, together with poems by A. E. Ward, Harriet Prescott Spofford, and an anonymous author complete the list of contributions. In the department of the magazine, George William Curtis quotes a hitherto unpublished letter of Motley to a young literary aspirant; William Dean Howells treats of a much disputed point in the theory and practices of fiction; and Charles Dudley Warner touches upon the fashion and the art of "social screaming."

Captain Ben Cole, of the schooner Ogarita, at Buffalo, from Tonawanda, reports that he nearly lost his life at the lumber port on Tuesday night. Four ruffians set upon him just as he was going on board at 10 p. m. One of them struck him with a sand bag and knocked him into the water without striking the dock he easily swam ashore, and after staying under the dock awhile made his way on board. At two o'clock he went on deck armed with a gun and found the same fellows looking for him, supposing that they had killed him. He fired at them but does not know where the charge struck. He knows by their conversation tha, they were prepared to kill him.

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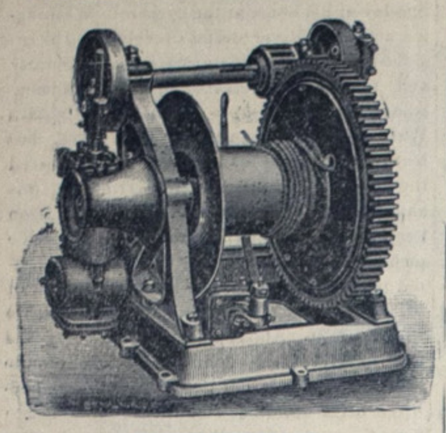

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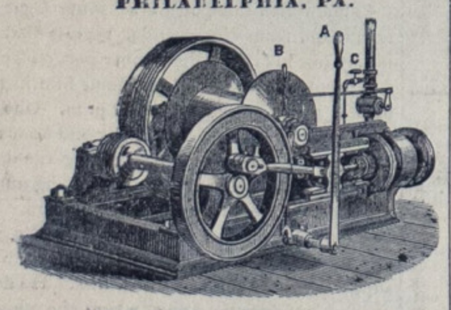

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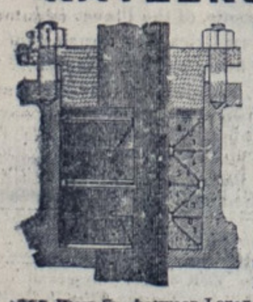

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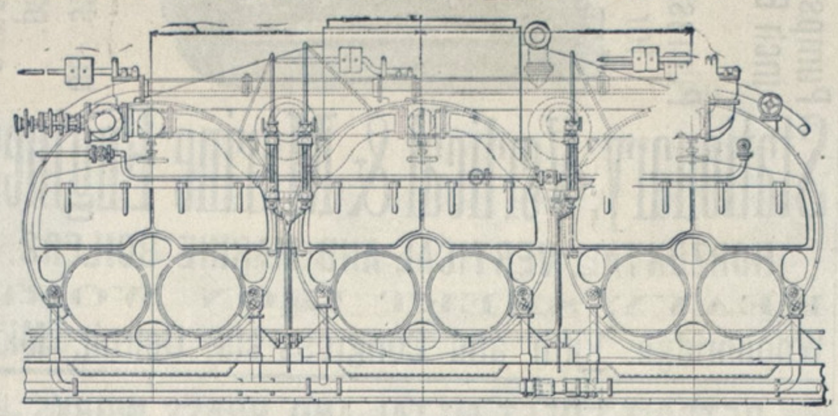

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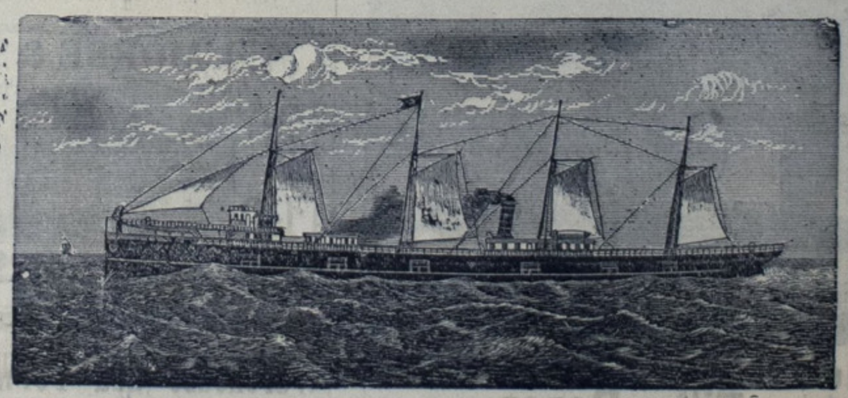

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